

SECTION II
NAVIGATION PUBLICATIONS

NM 45/99

SAILING DIRECTIONS CORRECTIONS

PUB 157 1 Ed 1995 LAST NM 42/99

Page 137—Line 41/L; insert after:

Haicang Bridge, with a vertical clearance of 55m, spans the channel between Xiamen Dao and Huoshao Yu.

(BA NM 39/99, Section IV) 45/99

PUB 158 6 Ed 1994 LAST NM 42/99

Page 173—Lines 53 to 54/R; strike out.

(14(592)99 Tokyo) 45/99

PUB 162 4 Ed 1996 LAST NM 43/99

Page 30—Line 28/R; read:

been reported dredged to 11.5m. The N and S edges of the channel

(NIMA) 45/99

PUB 191 8 Ed 1996 LAST NM 41/99

Page 61—Lines 26 to 30/R; read:

La Corbiere Light (49°11'N., 2°15'W.) is shown from a prominent stone tower, 19m high, standing on La Corbiere, a conspicuous rock located at the SW extremity of Jersey. This rock lies about 0.3 mile WSW of Corbiere Point, to which it is connected by a causeway over partly drying ledges. A red aircraft warning light is shown from a concrete structure standing on the high ground above the cliffs, about

(Fr 52/98) 45/99

PUB 194 7 Ed 1996 LAST NM 33/99

Page 14—Lines 41 to 43/R; read:

A prohibited area surrounds Oljehamnen; vessels must receive permission from the authorities before entering into this area.

It is reported (1999) that the defensive minefields lying in the approaches to Malmo, Oljehamnen, and Limhamn have been removed.

Malmo to Limhamn.—The coastal bank between Malmo and Limhamn

(3(118)99 Norrkoping) 45/99

PUB 195 6 Ed 1999 LAST NM 41/99

Page 46—Line 53/L; insert after:

Harbor pilots generally board regular vessels in the vicinity of Kalkkiniemi Lighted Buoy T12 (60°25'.3N., 22°10.6'E.) and deep-draft vessels in the vicinity of Kuuva Light (60°24.5'N., 22°07.5'E.).

(BA 33/99) 45/99

Page 116—Lines 29 to 42/R; read:

Pilotage.—Pilotage is compulsory. Vessels should send their ETA 24 hours in advance and a confirmation message 6

hours before arrival. Pilots are provided by the Bothnia Sea Pilot Station and may be contacted on VHF channel 13. Pilots board vessels about 10 miles NW of Marjaniemi Light (for drafts of 8 to 10m) and about 8 miles NW of Marjaniemi Light (for drafts of 8m or less). The station also provides pilots for Kemi and the Tornio/Roytta Channel.

(BA 33/99) 45/99

Page 117—Lines 3 to 10/R; read:

ramp. The NW side is 185m long and has depths of 7.3 to 8.3m alongside. The SE side is 185m long and has a depth of 11.4m alongside.

Quay No. 2 has 290m of berthage on its SE side with a depth of 9.3m alongside. Quay No. 3 has 185m of berthage on its NW side with a depth of 5.3m alongside. Quay No. 4 has 90m of berthage on its SE side with a depth of 5.3m alongside.

The oil jetty provides a berth, 90m long, with a depth of 11.4m alongside. Tankers up to 244m in length and (Fairplay 1999) 45/99

Page 117—Lines 25 to 26/R; read:

hours before arrival. Pilots are provided by the Bothnia Sea Pilot Station as Ajos Pilot Station is not permanently manned. See paragraph 10.10.

(BA 33/99) 45/99

Page 117—Line 38/R; read:

See paragraphs 10.10 and 10.12 for pilotage information.

(NIMA) 45/99

Page 117—Lines 52 to 55/R; read:

Pilotage.—Pilotage is compulsory. See paragraphs 10.10 and 10.12 for pilotage information.

(NIMA) 45/99